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## General

Norway, located in Northern Europe, occupies the W and N part of the Scandinavian Peninsula. The Arctic Ocean lies to its N, the Norwegian Sea to its W and the North Sea to its SW.

Most of its E border joins Sweden, except in the far N, where Finland and Russia form the border.

The climate along the S coast of Norway, because of the influence of the North Atlantic Current, has very mild weather for such high latitudes and the harbors are ice free.

The terrain is glaciated in character, being of mostly high plateaus and rugged mountains over fertile valleys. The coastline is deeply indented by fjords.

## Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Mariners are cautioned that few buoys will carry the topmark as prescribed for IALA buoyage. Fixed marks placed on the

coast close to the fairway consist of beacons, perches, iron pillars, and wood or stone structures.

They are usually fitted with arms indicating the fairway, or when a vessel may pass on either side, with two arms, one on each side.

Iron perches and posts may, for the sake of increased visibility, be furnished with topmarks. Marks exposed to the sea carry neither arms nor topmarks.

Due to the large number of fixed marks, mariners are warned that at any one time some of them will be damaged. In particular, iron beacons may become twisted and their arms point in the wrong direction. Defects, or any need for inspection which may be observed when passing, should be reported.

In channels where ice is expected, topmarks are removed in autumn and replaced in the spring. Buoyage is removed for the winter in channels prone to freezing.

Oceanographic instruments may be moored off the coast of Norway and are usually marked, although they may not be charted. Mariners are requested to give floating aids as wide a berth as possible.

**Bridge markings.**—Many bridges may be lighted in accordance with the IALA markings for fixed bridges over navigational waters. The prescribed navigational markings are, as follows:

1. Red and green lights mark the lateral limits of the bridge.
2. White lights indicate the center of the bridge span.
3. Floodlights illuminate the bridge pillars in or adjacent to the channel.
4. A racon indicates the best transit under the bridge.

## Cautions

In conjunction with the establishment of GMDSS (Global Maritime Distress and Safety System), numerous medium frequency radiobeacons situated around the coast of Norway have been discontinued.



## Currency

The official unit of currency is the Norwegian krone, consisting of 100 øre.

## Government

The Kingdom of Norway is a constitutional monarchy comprised of 19 provinces. Executive power rests with the crown, but is exercised by the cabinet and prime minister.

Legislative power is exercised jointly by the crown and parliament, the members of which are elected by universal popular suffrage.

Oslo, the capital, is also the principal city and main port of Norway.

## Holidays

The following holidays are observed:

Jan. 1, New Year's Day; Maundy Thursday; Good Friday; Easter Monday; May 1, Labor Day; May 17, Constitution Day; May 20, Ascension Day; Whit Monday; Dec. 25, Christmas Day; and Dec. 26, Boxing Day.

## Industries

Petroleum and gas, aluminum, steel, magnesium, nickel, and copper are some of the major products. Some of these involve raw imports, but copper, iron pyrites and iron ore are mined in important quantities. Manufacturing of machinery, chemicals, wood and paper products, and shipbuilding are other major activities.

## Languages

Norwegian is the official language. There are however, small areas of Lapp and Finnish speaking minorities.

## Pilotage

New regulations came into force on 1st May 1995, for compulsory pilotage, Pilot Exemption Certificates (PECs), and pilotage dues.

The regulations apply, with minor exemptions, to all coastal waters within the baseline. The baseline consists of a straight line drawn from one outermost point to the next along the entire Norwegian coast.

State Pilotage is controlled by the Ministry of Fisheries. Although pilotage is a function of State Pilots (Statslos), certain vessels are allowed to use company employed "line" pilots (rutelos).

The Norwegian coast is divided into five pilotage districts, which are best seen on the accompanying graphic.

Pilotage procedures are, as follows:

1. Pilotage is compulsory for the following:
  - a. Vessels over 500 grt, as stated in the vessel's international certificate of registered tonnage pursuant to the 1969 International Convention on Tonnage Measurement. Where a vessel is pushing or towing another, the sum of the tonnages shall apply.

- b. Vessels pushing or towing one or more objects exceeding a total length of 50m.

- c. Vessels, irrespective of size, carrying particularly hazardous and/or polluting bulk cargo.

- d. Vessels over 100 grt, with a single bottom, and vessels exceeding 300 grt, with a double bottom, that are carrying hazardous and/or polluting cargo.

- e. Nuclear-powered vessels.

- f. Vessels with a maximum length of 24m or more, not holding a valid international certificate of registered tonnage pursuant to the 1969 Convention on Tonnage Measurement.

2. Vessels should send requests for pilots 24 hours, 5 hours, and 2 hours in advance to the appropriate Sea Pilot Station or Pilot Booking Center through the nearest Norwegian Coast Radio Station (CRS) by telephone, fax, or telex. Requests should include:

- a. Vessel name.

- b. Call sign.

- c. Nationality.

- d. LOA, beam, and grt.

- e. Draft.

- f. Nature of cargo.

- g. Destination.

- h. Purpose of call.

- i. ETA at pilot boarding area, or ETD from harbor.

- j. Whether one or two pilots are required.

- k. Vessel's IMO number (if any).

- l. Crew and passengers (Master's name and nationality, size of crew, etc.).

- m. Cargo and bunker fuel (UN number and quantity of hazardous or polluting cargo, type and quantity of bunker fuel, etc.).

- n. Details of passage.

- o. Details related to pilotage requests and pilotage exemption certificates (PECs).

- p. Agent or Operator (the Norwegian contact).

- q. Shipping company (name and address).

3. Duty pilots are located at all pilot offices and undertake outward pilotage, through (transit) pilotage, and coastal pilotage.

4. Inquiries about compulsory pilotage, pilotage exemption certificates (PEC), pilotage service dues, and transitional arrangements should be sent to the following Pilot Booking Centers:

Booking Center	Pilot Station
Oslofjorden	Hvasser (59°05'N., 10°27'E.)
Grenland	Brevik (59°02'N., 9°42'E.)
Agder	Kristiansand (58°09'N., 8°00'E.)
	Sokndal (58°19'N., 6°17'E.)
Rogaland	Kvitsoy (59°04'N., 5°24'E.)
Vestlandet	Kvitsoy (59°04'N., 5°24'E.)
	Fedje (60°47'N., 4°43'E.)
More og Trondelag	Kristiansund (63°07'N., 7°44'E.)
Nordland	Lodingen (68°25'N., 16°00'E.)
Troms og Finnmark	Lodingen (68°25'N., 16°00'E.)

5. Indreleia (Internal Waters Pilotage).—Pilots may be obtained at Kopervik, Korsfjorden, Rundoy, Asvaer,

Lodingen, Andenes (pilot from Lodingen), Fugloy (pilot from Tromsø), and Honningsvåg.

Vessels should send requests for pilots 24 hours in advance to the appropriate pilot station stating the following:

- a. ETA.
- b. Draft.
- c. GRT.
- d. Destination.
- e. How far pilotage is required.
6. Pilots may be contacted on VHF channel 16 or 2182 kHz.
7. Between June 15 and August 20, a pleasure craft escort service is available and can be arranged through the Lifeboat Service by telephone or VHF. Emergency situations and assistance to distressed vessels can affect the lifeboats ability to meet its escort service commitments. Thick fog and bad weather can also be a hindrance. For information on the escort service, weather conditions, requests for assistance, contact the Lifeboat Service on VHF channel 16.

## Regulations

### Introductory Provisions

**Section 1.** These regulations only apply when Norway and the State whose flag the vessel is entitled to fly are at peace, or until contingency measures have been implemented.

**Section 2.** The regulations do not apply to Norwegian territorial waters off Svalbard, Jan Mayen or dependencies unless otherwise prescribed by statute.

**Section 3.** For the purpose of these regulations, foreign, non-military vessel means any foreign vessel, or Norwegian vessel the master of which is a foreign national, to which current Norwegian regulations concerning the admission of foreign warships and military aircraft to Norwegian territorial waters in peacetime do not apply. In these regulations, foreign, non-military vessel also means equipment belonging to the vessel (lifeboats, landing craft, aircraft, etc.).

**Section 4.** Nuclear-powered vessels are subject to special licensing pursuant to section 4 of Act No. 28 of 12 May 1972.

Vessels carrying nuclear substances are required to hold a permit pursuant to section 5 of the said Act.

**Section 5.** Sections 13, 15, and 16 of these regulations apply to any restrictions established by agreements with foreign States.

**Section 6.** Pleasure craft carrying foreign nationals who are required to hold a visa shall be subject to the regulations concerning the admission of foreigners to the Kingdom and their stay there pursuant to sections 83 and 111 of the Crown Prince Regent's Decree of 21 December 1990.

Pleasure craft over 24m in length or 50 gross tons shall use prescribed sea lanes and are required to give notification pursuant to section 17 and may be ordered to report pursuant to section 19. Pleasure craft are otherwise exempted from the restrictions set out in sections 16, 17, 18, and 19.

### Norwegian Territorial Waters and Sea Limits

**Section 7.** For the purpose of these regulations, baselines means straight lines drawn between the basepoints.

For the purpose of these regulations, Norwegian territorial waters means all waters within the territorial limit. For the purpose of these regulations, internal waters means all waters that lie within the baselines. For the purpose of these regulations, the territorial sea means the waters between the baselines and the territorial limit.

### Responsibility of the Shipmaster

**Section 8.** Masters of all foreign, non-military vessels are required to familiarize themselves with the substance of these regulations before entering Norwegian territorial waters.

### Norwegian Authorities

**Section 9.** For the purpose of these regulations, the Norwegian authorities means the Ministry of Defence or whoever the Ministry so authorizes.

All enquiries, notifications, reports, applications for clearances, etc., to the Norwegian authorities shall be directed to Headquarters Defence Command North Norway (HQ DEFCOMMON) for vessels in positions north of 65°N and to Headquarters Defence Command South Norway (HQ DEFCOMMONOR) for vessels in positions south of 65°N and shall be submitted in Norwegian, Danish, Swedish, or English.

### Innocent Passage through the Territorial Sea

**Section 10.** Innocent passage through the territorial sea is permitted for foreign, non-military vessels. Innocent passage means navigation through the territorial sea, either in transit or for the purpose of proceeding to or from Norwegian internal waters or ports.

Stopping or anchoring while passing through the territorial sea is only permitted when such action is incidental to ordinary navigation or is rendered necessary by force majeure or distress or for the purpose of rendering assistance to persons, ships, or aircraft which are in danger or distress.

**Section 11.** Any vessel in innocent passage through the territorial sea which for reasons set forth in section 10, second paragraph, must make a temporary stop or remain stationary or enter Norwegian internal waters or call at a Norwegian port facility, shall notify the Norwegian authorities without undue delay.

### Admission of Foreign, Non-Military Vessels to Norwegian Internal Waters

**Norwegian Coastal Service.** Small craft may request the assistance of a lifeboat escort during the summer months in transiting particularly difficult coastal and harbor waters. This service is complimentary to members of the Lifeboat Institution Coastal Patrol. The availability of the service is contingent upon the request not coinciding with an alternate vessel emergency or distress situation. Inclement weather may also delay or prevent availability. Additional information may be requested by contacting Redningsselskapet, Postboks 500, Horvik. Telephone: 67 57 77 77. Fax: 67 57 77 50. Internet: <http://www.nssr.no>.

**Section 12.** Foreign, non-military vessels to which the list in section 13 does not apply may, subject to the restrictions set out in section 16, enter Norwegian territorial waters without obtaining written permission in advance.

Foreign, non-military vessels may be refused admission to Norwegian internal waters when special grounds make this necessary. Such special grounds exist when inter alia fishing vessels plan to enter these waters in connection with fishing or bringing ashore a catch as set out in section 8, first paragraph, of Act No. 19 of 17 June 1966.

**Section 13.** Admission to Norwegian internal waters is permitted for the following foreign non-military vessels only when written permission has been granted in advance by the Norwegian authorities:

- a. Research vessels.
- b. Seismic vessels and other vessels carrying equipment used for surveying and charting the sea bed.
- c. Factory ships, repair ships, and expedition vessels.
- d. Vessels for special purposes, including floating and mobile oil platforms, tugboats, dredgers, icebreakers, and floating cranes, unless entry into Norwegian internal waters is necessary due to a binding agreement with a Norwegian company which requires the vessel to call at a Norwegian port facility.
- e. Non-military government ships and stand-by and support vessels for naval units.
- f. Vessels specified in section 4 of these regulations.
- g. Vessels carrying aircraft.

In cases of doubt, the Norwegian authorities will decide whether a foreign, non-military vessel is subject to this provision.

**Section 14.** The vessels specified in section 13b, c, d, and g may be granted admission into Norwegian internal waters without a prior written application in order to be repaired or laid up in a Norwegian port provided a binding agreement with a Norwegian company exists. In such cases, deviations may be made from the deadlines referred to in section 15. The Norwegian authorities shall be notified of such admission as soon as possible.

Foreign, non-military vessels which are obliged to seek a port of refuge for the reasons specified in section 10, second paragraph, may enter Norwegian internal waters without a prior written application.

**Section 15.** A written application for permission to enter Norwegian internal waters under section 13a, b, c, d, e, and g shall have reached the Norwegian authorities at the latest 7 days before entry is expected to take place. Applications under section 13f shall have reached the Norwegian authorities at the latest 14 days before entry is expected to take place. All applications shall contain the information specified in section 17 and any other information deemed to be of importance in connection with the planned entry.

Notwithstanding these regulations, the Norwegian authorities may require information from foreign non-military vessels which is considered to be of relevance to the planned entry, including information about catches carried on board and, if the catch is to be delivered in Norway, fishing activities within the Norwegian fishery jurisdiction in which the vessel has been engaged.

### Entry, Passage, and Notification Requirements

**Section 16.** For foreign, non-military vessels, entry into and passage through Norwegian internal waters is restricted to the following activities:

- a. Navigation to and from Norwegian ports in connection with loading, unloading, restocking, bunkering, carrying out necessary repairs, or carrying out binding agreements with Norwegian interests. Laytime in a Norwegian port shall be limited to the necessary length of time as dictated by the purpose of the call at the port.
- b. Navigation in transit via specified sea lanes when the vessel's mission makes this necessary.
- c. Navigation in order to seek a port of refuge.

Stopping or anchoring while passing through internal waters is only permitted when such action is incidental to ordinary navigation or is rendered necessary by force majeure or distress or for the purpose of rendering assistance to persons, ships, or aircraft which are in danger or distress.

If a vessel makes a temporary stop or remains stationary, the Norwegian authorities shall be notified without undue delay.

**Section 17.** Masters of all foreign, non-military vessels over 24m in length or 50 gross tons who intend to navigate their vessel into Norwegian internal waters are required to give notification of such entry and shall notify the Norwegian authorities at the latest 24 hours in advance. Such notifications may be made in written or oral form and shall contain:

- a. Vessel's IMO Identification Number, if any.
- b. Vessel's nationality, name, international radio call sign (distinctive letters), and any mobile or satellite telephone numbers.
- c. Type of vessel, cargo, draft, and size in gross tons.
- d. Purpose of the entry, including any information about the entry as specified in section 14 of these regulations.
- e. Specification in latitude and longitude of the point where the vessel intends to cross the Norwegian baseline when entering and leaving.
- f. Intended ports-of-call with specification of times of arrival and departure.
- g. Norwegian contact (agent, operator, shipowner, etc.)

The Norwegian authorities shall be informed without delay of any changes in the submitted plan of navigation.

Passenger and car ferries in regular service to and from Norwegian ports are excepted from the notification requirement provided an approved navigation plan has been forwarded to the Norwegian authorities at the latest 14 days before the service is put into operation. The Norwegian authorities are to be informed if the navigation plan is withdrawn or if major changes are introduced.

The vessels specified in section 13 are required to give notification as described above irrespective of their length or size.

### Sea Lanes and Report Points

**Section 18.** When navigating through Norwegian internal waters, foreign, non-military vessels shall use only use those sea lanes prescribed by the Ministry of Defence.

**Section 19.** Foreign, non-military vessels shall report to the Norwegian authorities when entering or leaving Norwegian internal waters and when passing specified geographical positions in the sea lane. Such reports shall include the vessel's name, call sign, destination, and estimated time of passing the next report point or arrival at the vessel's next port-of-call. The report points are determined by the Ministry of Defence.

**Section 20.** Foreign, non-military vessels which are obliged to enter Norwegian internal waters due to force majeure or distress or to provide assistance to persons, ships, or aircraft that are in danger are excepted from the above provisions concerning requirement to report and the use of sea lanes.

Such vessels shall nevertheless and by the fastest possible means contact the Norwegian authorities for specific instructions regarding anchoring or continued navigation.

### Vessels Lying in Norwegian Territorial Waters

**Section 21.** No registrations or measurements other than those necessary for safe navigation are permitted without special permission from the Norwegian authorities.

**Section 22.** It is prohibited for all persons on board foreign, non-military vessels to make maps or sketched maps of ports, waters, airfields, or seaplane ports of the Kingdom.

It is also prohibited to make maps, sketches of maps, take photographs, or record descriptions of Norwegian military facilities or equipment.

**Section 23.** Foreign, non-military vessels shall fly their national flag at all times while navigating through Norwegian territorial waters. When the vessel is at anchor or moored, the flag shall be hoisted during the day.

**Section 24.** Officers on Norwegian warships or guard ships and other officers in the Norwegian Armed Forces may inspect any foreign, non-military vessel, including its documents, cargo, equipment, and any persons on board.

The master of the vessel under inspection shall provide any assistance necessary to facilitate the inspection, including placing the vessel's communications equipment at the disposal of the inspecting officers free of charge.

The master shall provide on request any information which is of interest to the Norwegian authorities. He is under obligation to comply with instructions regarding the remainder of the voyage.

**Section 25.** The master and crew of a foreign, non-military vessel shall comply with current Norwegian legislation including regulations concerning the environment, health, customs, use of pilot, traffic, ports, foreign nationals, and rules of conduct. Norwegian regulations governing the use of communications equipment shall be complied with.

### Infringement of the Regulations

**Section 26.** Should the master or crew of a foreign, non-military vessel fail to comply with the laws and regulations laid down for the presence and navigation of vessels in Norwegian territorial waters, the Norwegian authorities may order the vessel to leave Norwegian territorial waters immediately or within a specified, reasonable period of time.

The vessel may also be brought to the nearest police authority to be charged and prosecuted.

**Section 27.** Unless otherwise prescribed by statute, infringement of these regulations is punishable by fines or by imprisonment for a term not exceeding three months pursuant to section 418, subsection 2, of Act No. 10 of 22 May 1902.

**Section 28.** The Ministry of Defence or whoever the Ministry so authorizes may grant exemption from these regulations and may issue further provisions for the supplementation and implementation of these regulations.

## Peacetime Navigation

### Prescribed Channels

1. Foreign non-military vessels shall follow prescribed channels which are summarized in the Coast Directorate's fairway system.

2. Foreign non-military vessels wishing to call at places which are not directly connected to the prescribed channels, shall follow prescribed channels as far as possible and then take the shortest safe channel in or out. Where a prescribed channel cannot be followed as in the previous sentence, a vessel shall cross the baseline at a point which allows the shortest safe channel in or out between the baseline and the port of call, and the vessel shall follow that channel.

3. Foreign non-military vessels which, after entering Norwegian internal waters, have a need to follow channels other than those described in paragraphs 1 and 2 above, can obtain special permission from the Norwegian authorities (i.e. Headquarters Defense Command North Norway/South Norway) to follow these channels as long as there is a state pilot on board. In areas regulated by traffic centers, the appropriate pilot master at the traffic center can give dispensation as necessary.

### Reporting Points

1. When passing in or out of the Norwegian internal waters and when passing defined geographical points in channels, foreign non-military vessels shall report to the Norwegian authorities. The report shall contain the vessel's name, call sign, and the time for passing the next reporting point in a channel or the next harbor.

2. The reporting points are defined, as follows:

Headquarters Defense Command	
South Norway	Kvitsoy (Rogaland) Statt (More og Romsdal) Rorvik (Nord Trondelag)
North Norway	Landego (Nordland) Tromso (Troms) Honningsvag (Finnmark)

### Vessel Traffic Service

Vessels Traffic Services and associated Traffic Separation Schemes have been established at Brevik and Fedje.

See the appropriate Sailing Directions (Enroute) and charts for details.

### Regulations for Norwegian Internal Waters

The following regulations apply to internal Norwegian waters and differ from the rules in the International Regulations for Preventing Collisions at Sea (1972):

1. A vessel towing floating timber, oil containers, plastic hoses, etc. carries a white lantern with an additional white lantern for every 100m of tow, or, by day, a black flag or rectangular black shape.

2. **Marking of Objects Other Than Vessels.**—Dracons, herring and fish locknets, etc., lying wholly or partly submerged and under tow shall have a raft or float in tow. To

mark the after end of the tow, the raft or the float shall exhibit an all around white light or a diamond shape.

Power cables and similar constructions being kept afloat by means of floats, etc., and which while being extended across waters, may result in blocking or restrictions of the general traffic, shall be marked by lights prescribed in Rule 24(g). The floats shall be light reflective.

3. Dredges show the lights and shapes prescribed by the International Regulations except that only one shape is displayed by day. In fog the sound signal for a vessel at anchor is followed by:

a. At least six single strokes of the bell if the dredger is to be passed as if it were a red spar buoy.

b. At least six double strokes of the bell if the dredger is to be passed as if it were a green spar buoy.

4. **Patrol Vessels-Channel Closure.**—A vessel patrolling for the purpose of warning approaching shipping of the temporary closure or restriction of a channel will show:

a. By day—International flag “U.”

b. By night—One green light above two red lights disposed vertically.

The vessel may transmit the letter U (..) in the Morse code by light or signal.

5. **Bend in Channel.**—A power driven vessel approaching a bend in the channel must sound a 10 second blast when 0.5 mile short of the bend. On hearing this signal a vessels must wait.

6. **Narrow Passage.**—A power driven vessel approaching a passage so narrow that meeting vessels cannot pass must sound at least 5 short blasts. On hearing this signal a meeting vessel must wait.

7. **Speed Limits.**—Speed is limited to 5 knots when less than 100m from the shore, boat harbors, anchored boats, etc. and within 50m of bathing places. Public bathing places are marked by buoys (orange with orange spherical topmark) and passing inside these is prohibited.

8. **Cable ferries or chain ferries.**—These vessels carry a ball and three red lights, disposed in a triangle apex up.

### Lights for Large Vessels at Anchor

Vessels 92m in length and above when at anchor in Norwegian inland waters, shall in addition to the anchor lights show one white light screened to show from right ahead to right astern, on each side of the vessel midway between the forward and after anchor lights, at such a height that all three lights are in a straight line, decreasing in height toward the stern.

### Lifeboat Drills

Lifeboat drills involving the lowering of boats is not permitted when vessels are underway in Norwegian territorial waters. Harbor drills are allowed with local police permission.

### Ferry and Hydrofoil Traffic

In general, fairly heavy cross-channel ferry traffic may be found between Plymouth and Roscoff, between Newhaven and Dieppe, between Weymouth and the Channel Islands, and from Southampton to Cherbourg and Le Havre. Hovercraft are known to operate between Dover and Boulogne or Calais. Hydrofoils operate between Folkestone/Dover and Oostende.

Air Cushion Vehicles operate between Malmo and Kobenhavn, on the same route as hydrofoils. They have a maximum speed of 35 knots and operate in accordance with the International Rules of the Road. When airborne they carry a rotating yellow warning light. The vehicle makes difficult leeway with the wind abeam. Signals made on a ship's bell are difficult to hear aboard the air cushion vehicle.

### Seaplane Harbors

The following information has been extracted from the regulations:

1. The alighting and taking-off of aircraft must in no way be impeded or endangered.

2. No vessel shall pass within 50m of any moored or stationary aircraft, and must pass at such reduced speed that no damage may be caused by wash.

3. All vessels in the vicinity of alighting or taking-off areas shall keep a sharp lookout for a patrol boat and promptly obey any order received from such boat.

4. When seaplanes are operating, a black and yellow checkered flag or ball will be displayed ashore at the administrative buildings, and a patrol boat will be on duty; this signal indicates that the flying area is closed to shipping. During this period, vessels and small craft should not approach the patrol boat within a distance of 200m, even if they are outside the operating area.

The patrol boat is easily recognizable by its black and yellow checkered hull; it displays a flag or ball with similar colors and may call the attention of a vessel by siren or green and red visual signals and, at night, by flares.

Light signals shown by the patrol boat are, as follows:

Signal	Meaning
Fixed red	Stop immediately and wait.
Flashing red	You are in a prohibited area; proceed clear on reverse course, or in the direction indicated by visual signals.
Fixed green	All clear, continue on your course.
Flashing green	The area is clear and open to shipping.

During the part of the year when flying operations take place, a number of notice boards are established within the seaplane harbors, in such a position as to be easily visible to all craft underway within the limits of the operating area.

The notice boards warn vessels to reduce speed and to follow the instructions of the patrol boat and are inscribed.

### Dangerous and Polluting Cargo

Regulations are in force requiring vessels carrying dangerous or polluting cargo to submit departure and arrival reports and to complete a checklist. Departure reports are made prior to leaving port. Arrival reports are made by vessels arriving from countries other than Iceland or countries in the EEC.

The regulations, forms, and checklists are available from the Norwegian Coast Directorate, as follows:

1. Via the Internet at [www.kystdir.no](http://www.kystdir.no)
2. Via surface mail from:  
Kystverket/HAZMAT  
Moleveien 7  
3187 Norten  
Norway

### Local Speed Restrictions

When a vessel carrying a red ball in the rigging is lying moored at any of the lighted structures, or is loading or discharging gas containers at any piers or jetties, powered vessels passing must not proceed at a greater speed than 5 knots for a distance of 100m on either side of the moored vessel.

### Dangerous Waves

In the waters around Ryvingen winds from SW create heavy seas. The waves come in from S to SW. Tumbling breakers have been observed in this area.

The coastal current flows W. Dangerous waves have been reported in the area between Tvistein and Tristeinane in depths of 50 to 100m.

In the W part of the area winds from W and SW create the heaviest seas. Rough seas and large waves occur from NW and SW and the sea condition is characterized by large short swells which can break as tumbling breakers.

In the E part of the area winds from SE to SW create the roughest seas with tumbling breakers. The sea is described as rough and recoiling from all directions.

### Search and Rescue

Rescue services by sea, air and land are consolidated into a single organization for saving life. The sea rescue service, forming part of that organization, combines several public and private institutions and is coordinated through the police.

Among these institutions are the pilotage, light and harbor authorities, the civil defense and fishery organizations, and the Rescue Association (Norsk Selskab til Skibbrudnes Redning or NSSR). The Norwegian Society for Rescue of Shipwrecked Mariners is a private institution with state support.

The Rescue Association (NSSR) operates lifesaving cruisers which have an operating radius of up to 4,000 miles.

These vessels have white hulls with a wide red band and a red Maltese cross in a blue ring on the bow; they are fitted with

radiotelephone (RT), radio direction finder (RDF) and radar, and have towing and medical facilities.

The vessels can be called through the nearest coastguard station, and keep watch on the MF distress frequency.

Rescue vessels are stationed at Skernoysund, Flekkeroy, Arendal, Stavern, and Skjaerhallen.

Pilotage authority vessels are equipped for rescue and are fitted with MF and VHF RT; most of them are fitted with radar. Of more than 50 vessels, half have an operating radius of up to 360 miles. Many shore pilot stations keep a watch on the VHF distress frequency.

Other vessels, such as those used for harbor works and buoy maintenance, and fishing and merchant vessels, can be called upon for rescue services.

The air rescue service operates helicopters which are equipped for an operating radius of 220 miles, and can call on long range transport and maritime aircraft for more extensive searches and for the dropping of rescue equipment. Helicopter rescue stations are based at Stavanger, Vigra, Orlandet, Bodo, and Banka. A civilian piloted helicopter is based at Svalbard and has a range of 150 miles.

The main rescue centers are situated at:

1. Stavanger (Sola)—For the area S of latitude 65°N.
2. Bodo—For the area N of latitude 65°N.

These centers receive all distress calls and assign the appropriate local rescue centers to each incident.

### Submarine Operating Areas

Norwegian submarines may be met underway on the surface, at night, in channels within the skerries. At night, they show an amber quick flashing light showing about 90 flashes every minute.

Submarines which are entirely submerged or showing only their periscopes are required to keep clear of all surface vessels. Surface vessels must keep a sharp lookout, and exercise caution.

### Time Zone

The Time Zone description is ALPHA (-1).

### U.S. Embassy

The U.S. Embassy is situated at Drammensveien 18, 0244 Oslo. The mailing address is PSC 69, Box 1000, APO AE 09707.